



Government of the District of Columbia
Anthony A. Williams, Mayor



Mobility
Housing
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Economic Development



Trans-Formation:

Recreating Transit-Oriented Neighborhood Centers in Washington D.C.
A DESIGN HANDBOOK for NEIGHBORHOOD RESIDENTS

TRANS-FORMATION: **Recreating Transit-Oriented Neighborhood Centers** **in Washington D.C.**

A DESIGN HANDBOOK FOR NEIGHBORHOOD RESIDENTS

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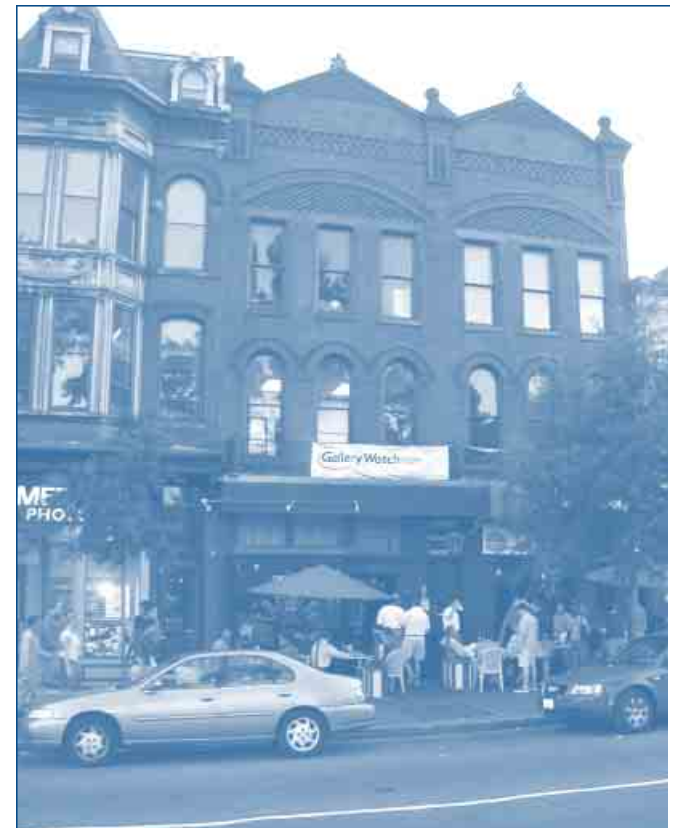
PROJECT PARTNERS

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LETTERS



High-quality transit service is an asset that can be used to achieve other neighborhood priorities such as economic development, housing and safety.

Dear Resident,

Throughout my Administration, I have worked to strengthen our city and improve the quality of life in our neighborhoods. One important way to accomplish both objectives is through transit-oriented development.

Transit-oriented development (TOD) puts development near our transit resources., which gives all District residents easy access to goods, services, employment, education and entertainment without the necessity of owning or driving a private automobile. This strategy can help reduce commuter traffic currently invading our neighborhood streets by both attracting commuters to live in the city and encouraging the use of transit as the preferred mode for moving around the region.

TOD addresses two issues that concern me personally – the strength of our neighborhoods and the protection of the environment. TOD can strengthen already diverse and dynamic neighborhoods by creating strong neighborhood centers that are a center for activity and a source of pride for communities. TOD is also good for the environment by reducing traffic and congestion; therefore, improving air quality and encouraging sustainable development.

I am pleased to present the Trans~Formation Design Guide. I hope you will find it useful in helping to create a unique and sustainable neighborhood center for your community.

Sincerely,
Anthony A. Williams
Mayor

Dear Resident,

I am pleased to present this Trans~Formation Guide, an exciting new product especially for community leaders. This guide will provide you with good information that you can use in thinking about how to utilize our transit resources and potential development projects to strengthen our neighborhoods and meet neighborhood goals.

Community education is the first part of good planning. This guide will give you the tools you need to think about the assets of your neighborhood – particularly transit assets – and begin to create a vision for the kind of neighborhood center you would like to see.

Once you are familiar with the different design components that contribute to the physical environment around a transit-station or major bus corridor, you will be in a better position to approach or negotiate with developers in a positive and constructive dialogue to create a superior development that meets both private sector and neighborhood objectives.

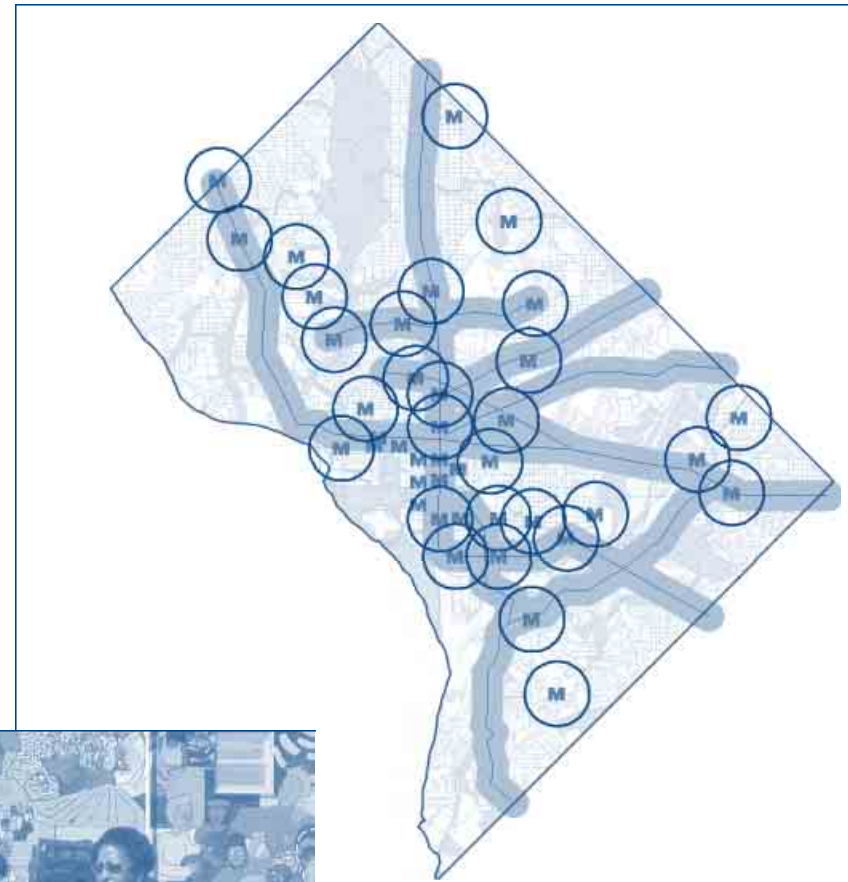
I encourage you to use this guide and share it with others in your neighborhood and stakeholders throughout the District and region and hope you will find it a useful tool in building your community.

Sincerely,
Andrew Altman
Director of Planning

With over 2,000 acres of vacant or abandoned land within a 10 minute walk of excellent transit service, there is a significant opportunity to enhance DC's traditional neighborhood centers without displacement and without threatening existing neighborhoods or historic resources. The region is growing and change is inevitable. At issue is not whether to grow or change, but how and where it occurs.

This guidebook is intended to provide tools for managing and guiding change to benefit our communities and create vibrant, successful neighborhood centers organized around transit.

VISION



The District's transit stations and corridors provide an opportunity to create safe, vibrant, and accessible centers for community throughout the city.

PROLOGUE: *WHY READ THIS DESIGN GUIDE?*



WHAT IS THE TRANS~FORMATION DESIGN GUIDEBOOK ABOUT?

Trans-Formation is about maximizing neighborhood potential by refocusing growth around transit assets. This guidebook will provide neighborhood leaders, residents, and other community stakeholders with tools and resources to evaluate, engage, and proactively plan for new development in their communities. The guidebook introduces the concept of “Transit-Oriented Development” or TOD. Generally speaking, transit-oriented development is development that is concentrated around and oriented toward transit stations – either MetroRail stations or major bus stops – and is designed to promote transit-riding.

In this design guide you will learn what transit-oriented development is and how it can benefit existing and emerging District of Columbia neighborhoods. It outlines the important role neighborhood leaders and residents have in evaluating and planning for development projects in their community and provides useful tools to community leaders. This is primarily a policy and design guide that explores in detail the different elements that collectively create strong and lively neighborhood centers anchored and linked together by transit.

WHO SHOULD USE THE TRANS~FORMATION DESIGN GUIDEBOOK?

This guide is intended to be used by Advisory Neighborhood Commissioners (ANCs), Civic and Citizen Associations, Tenant Association leaders, and other interested and active neighborhood residents. All stakeholders are encouraged to share this document with residents to further the education and dialogue about transit-oriented development at the neighborhood level.

While the guide is primarily aimed at neighborhood residents; developers, development financiers, architects, urban designers, and government officials may also find it useful in engaging community residents in the design of local TOD projects.

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Successful neighborhood centers are convenient by many different modes of transportation including bike, foot, bus, subway, and car.



Transit-oriented development promotes a safe, inviting environment where communities can thrive.



Buses are tremendous assets for neighborhood centers. Approximately 40% of District residents commute by transit—of these over 60% use bus transit compared to 40% who use MetroRail.
Source: WMATA